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F. Sipman. With statistical tables of independent states and the German colonies. Dietrich Reimer (Ernst Vohsen), Berlin, 1907. (Price, 1 M.)

The globe is divided into six equal parts, extending north and south from pole to pole, each part embracing 60° of longitude. The parts, of course, have thus exactly the same area. This method of representing the earth surface has not come into common use because it has the great disadvantage of widely separating the regions lying north and south of the tropics, destroying the cartographic unity of the globe as a whole and separating portions of the Eurasian and North American continents.

This defect is remedied in the Sipman map by sketching in the cut-off areas in the vacant spaces in the northern and southern parts of the map, these areas appearing again, of course, in their proper sections.

With the aid of this supplementary mapping we have before us the continents in their entirety, while the six parts of the map proper give advantages that cannot be secured by any other method of representing the earth on a flat surface.

Equal areas in any part of the earth's surface have equal areas on the map. On the Mercator projection the German colony of Kamerun has the appearance of being about one-third as large as Germany while, in fact, it has nearly as great an area. But the Sipman map shows correctly the proportionate part of the earth's surface occupied by every land and also its correct position between the equator and the poles, two points in which some other projections are very misleading.

Eight colours are used to show political divisions. The most important sea-trade routes, with the distances from the English Channel marked on each in hundreds of nautical miles, are an excellent feature. The map is accompanied by statistical tables which give a comparative view of all the nations and the German colonies in relation to their size, population, army and naval forces, trade and communications. The price of the map and statistical tables is very small. The work should be enlarged to a wall map giving more detail.

BOOK NOTICES.

Relations between Bermuda and the American Colonies during the Revolutionary War. By Addison E. Verrill. Transactions of the Connecticut Academy of Arts and Sciences, Publications of Yale University. vol. viii, pp. 47-64. New Haven, Conn., July, 1907.

The study of insular lands has always been full of interest to geographers, affording, as these lands often do, so many miniature and safely discernible types of readjustments in response to the depletion of old and the discovery of new resources. If the islands possess varied physical features and conditions and great size, such readjustments may be numerous and important, as in the case of the British Islands. If they are topographically and geologically simple and of no great extent, the resources and consequent distribution of people are relatively fixed, as is well illustrated in many of the Bahamas, and the South Sea and circumpolar islands. In the latter case readjustments are principally owing to exterior conditions or relations in the nature of reactions controlled by versatile peoples living under favourable and varied conditions. Further consequences

which depend upon insularity are numerous, some of which have already been noted, as for example in Ratzel's paper on the geography of Corsica, Mackinder's generalizations relative to the British Islands and seas, and Hogarth's studies of the Ægean islands in relation to Greece and Anatolia.

From the point of view of exterior relations, the paper under review is crowded with interesting data. It appears that tobacco culture, an early resource of the Bermudas, suffered by competition with the more fertile soil of Virginia, and from that over-production which was the curse of the colonial market for a long period. The decline of tobacco culture continued steadily until it finally ceased altogether in 1700, whereupon the inhabitants became very much impoverished, for they had few products to export and were unable to raise sufficient foodstuffs to support themselves; a condition which continued down to and after the Revolutionary War. There was a superabundance of slaves without adequate employment, the islands were over-populated, and release from the intolerable conditions to which this gave rise was found in traffic with the American Colonies for food and clothing. "Cessation of that traffic meant destitution, if not famine, for them." The amount of cereals was small, and agriculture was both crude and primitive.

Under these circumstances, it was natural that emigration should begin and that other more resourceful activities based upon external conditions should be developed. Many of the more enterprising emigrated to America. Ship-building was undertaken, the Bermuda cedar being admirably adapted for this use. Salt works were erected in the Bahamas and men went there during the winter season to manufacture salt. This became the principal export in exchange for imports from the American Colonies of food and clothing. The high price of salt in the colonies was notable, and to the relative absence of its production in America is due the escape from utter failure of the Bermudians during this period. The crowding of the population out upon the sea for a living gave rise to the condition whereby Bermudian vessels monopolized the West Indian and coastwise trade of the American Colonies for nearly sixty years. To all of these sources of intercourse with the mainland is to be added the fact that many natives of the islands, from the best families, went to America for their education and often remained there in business or in some profession. These intimate business relations and family ties coupled with the independent love of liberty of the Bermudians themselves, naturally led to friendliness and sympathy with the Americans during the Revolutionary War. This sympathy, and the independent grounds of complaint on the part of the islanders against the British Government, found expression in repeated clashes between Royal Governor and Assembly, and ended in 1780, when the Governor dissolved that body for rebellious conduct. The reciprocal attitude of the Americans was expressed in the sending of large quantities of provisions, allowing the free importation of salt (perhaps a not wholly unselfish regulation), granting certain port privileges and exempting Bermuda vessels from capture by American privateers, a set of privileges not accorded other English colonies. Undoubtedly, too, the fundamental necessities of food and clothing required a continuance of the præ-bellum traffic on the part of the islanders, and as gunpowder, saltpetre, sulphur and firearms were in great demand in the Colonies, these commodities were supplied rather from motives of profit than patriotism. It was provided in a resolution introduced by Benjamin Franklin and passed July 15, 1775, that vessels importing the above articles

should be allowed to export products of equal value to insure a profit at each end of the voyage, a great inducement to traffic on the part of the Bermudians.

An act of Congress dated Nov. 22, 1775, considered the needs of the islanders and permitted the exportation of foodstuffs. The allotment of the several exports of food is an interesting reflection of the geography of the Colonies. South Carolina was to supply the rice, North Carolina, Virginia and Maryland the Indian corn and beans, Pennsylvania and New York the flour and beef or pork. The apparent solicitude of the Americans was undoubtedly in great measure due to the part which the islanders played in the famous seizure of gunpowder in 1775. This was carried off by an American expedition with the help of some of the sympathetic islanders, from a public powder magazine on the islands and supplied to the armies in the field. The traffic in all commodities is inferred to have been attended with considerable risk, as the governors considered it treasonable. Certain it is that there was more or less destitution during the war, because of restricted trade.

The strategic advantages which the islands possessed were recognized by many at that time. One member of Congress who visited them described the harbours and channels, and advised Congress to take possession of and fortify them and build and fit out vessels to destroy British commerce in the West Indies. It was doubtless deemed impracticable to carry out this plan, on account of the slender naval resources of the Americans, as seen after they had gained the assistance of the French fleet. So thoroughly American were the Bermudas in sympathy, by virtue of the affinities already specified, that in the Treaty of Commerce and Alliance between France and America, signed Feb. 6, 1778, "it was stipulated that all the West Indies, if conquered, should belong to France, but that Bermuda should be added to the United States."

Professor Verrill's paper, although short, contains an abundance of suggestive material and is well supplied with references to authorities. It is brought out very clearly how important was the connection which these islands established with the Americans by virtue, not only of their geographical position with respect to our shores, but also because of the complementary relation which their products sustained to our needs, coupled with a general emigration induced by the decline and final cessation of tobacco culture. It may be suggested that such island studies are of prime importance in geography, for in them we shall perhaps find portrayed in clearer manner than on the mainland these strong contrasts that natural divisions tend to offer, not only in the matter of products and needs, but also in political thought and action. In case of such tendencies to contrast on the mainland, the lines of separation are blurred by the rivers that cross from one natural province to the other and by the more complete intercommunication in general afforded by land roads than by sea roads. The Philippines, Madagascar, New Zealand, Iceland and Japan ought to yield excellent examples of these and other principles upon thorough study.

I. B.

Modern Argentina: The El Dorado of To-Day, with Notes on Uruguay and Chile. By W. H. Koebel. Pp. 328. F. Griffiths, London, 1907. (Price, 6 shillings.)

After reading carefully to the end the present work, one lays it down with the sincere regret that there is not more of it. In fact, he gladly takes it up again and peruses the various chapters independently of each other, as a source of con-